



# Water Street NW Streetscape Project

May 4<sup>th</sup>, 2020

d.

# Agenda

- Background
- Project Overview
- Notice of Intent Comment Period
- Questions

# Benefits of Increased Cycling

- **Individual Benefits**

- Reduced transportation costs
- Exercise and health

- **Economic Development**

- Tourism
- Placemaking
- Increases foot traffic/local spending

- **Environmental Benefits**

- Reduced CO<sub>2</sub> emissions

- **System Management Benefits**

- Reduced wear and tear
- Fewer cars on road

- **Resiliency**

- Bikes keep people & goods moving when other options & systems fail



# Why is DC Installing Bicycle Lanes?

## 2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike
- 2010: 3% of commute trips by bike
- 2015: 5% of commute trips by bike

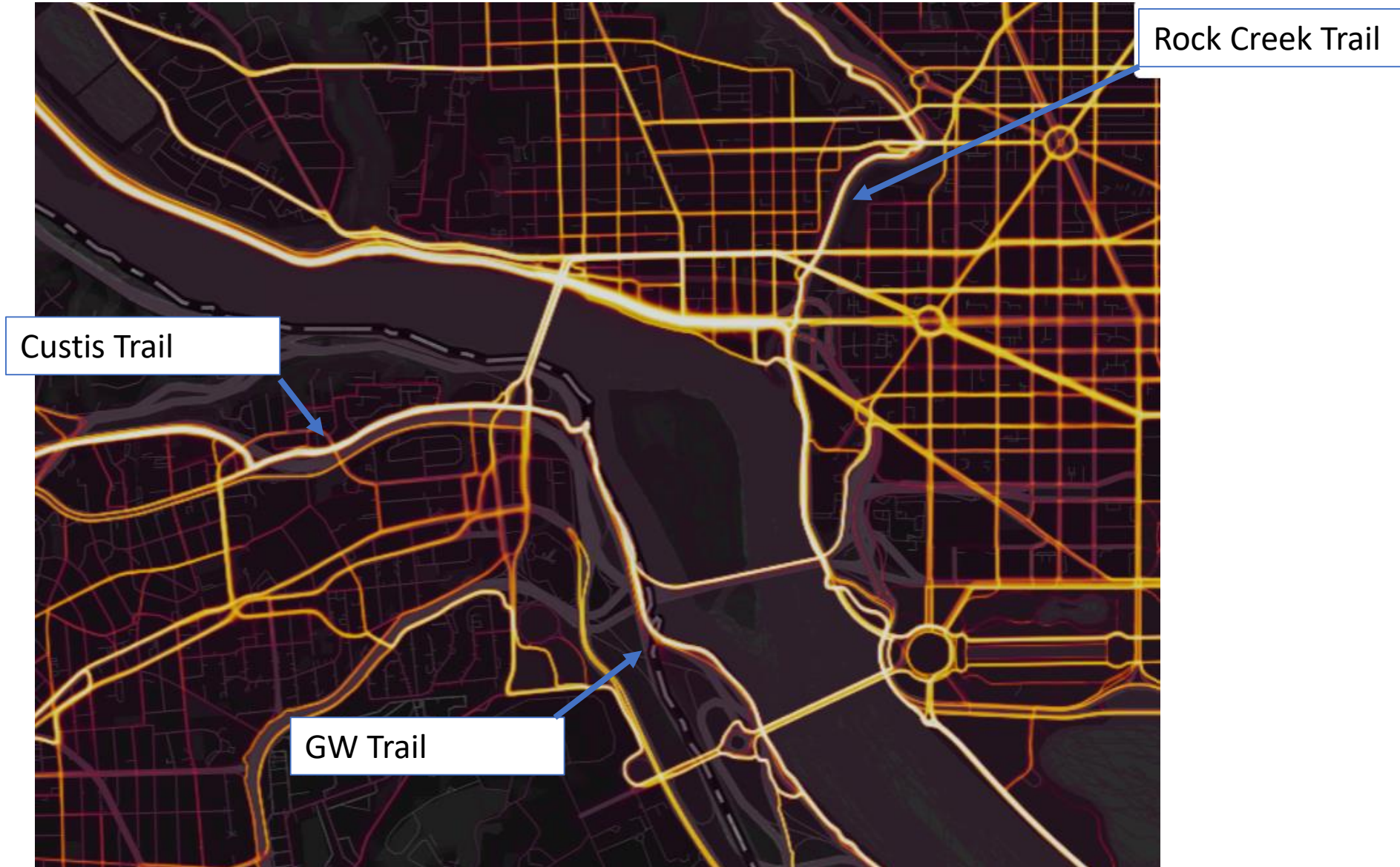


## Sustainable DC goals (2032)

- 75% of all trips by walk, bike, or transit by 2032
- 200 more bike share stations



# Strava Heatmap - 2019



# K/Water St. Count Data

- 1,650 Average Daily Bicycles on cycletrack (Wisconsin/K, 2019)
- 2,450 Peak Daily Bicycles on cycletrack (favorable weather, weekend or holiday)
- ~ 460 daily vehicles at 34<sup>th</sup>/Water (2018)
- Pedestrians & scooter riders not counted in the above counts due to limitations on the counter device – i.e. overall use is substantially higher when including these two modes.

# K/Water St. Use Data

- Prior to cycletrack, 42% of cyclists used park pathway, 58% used roadway
- After cycletrack, 10% of cyclists used park pathway, 80% used cycletrack, 10% used roadway
- Remaining cyclists in park travel much slower in general (observational)

# Protected Bike Lanes (PBLs)



Driving or Parking Lane

Buffer

One-Way or Two-Way Bike Lane

Sidewalk

# Why Protected Lanes?

Where we are now



LOW STRESS  
TOLERANCE

Where we Started



HIGH STRESS  
TOLERANCE

## BICYCLIST DESIGN USER PROFILES

### Interested but Concerned

**51%-56%** of the total  
population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### Somewhat Confident

**5-9%** of the total  
population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

### Highly Confident

**4-7%** of the total  
population

Comfortable riding with traffic; will use roads without bike lanes.



# Water St NW Schedule

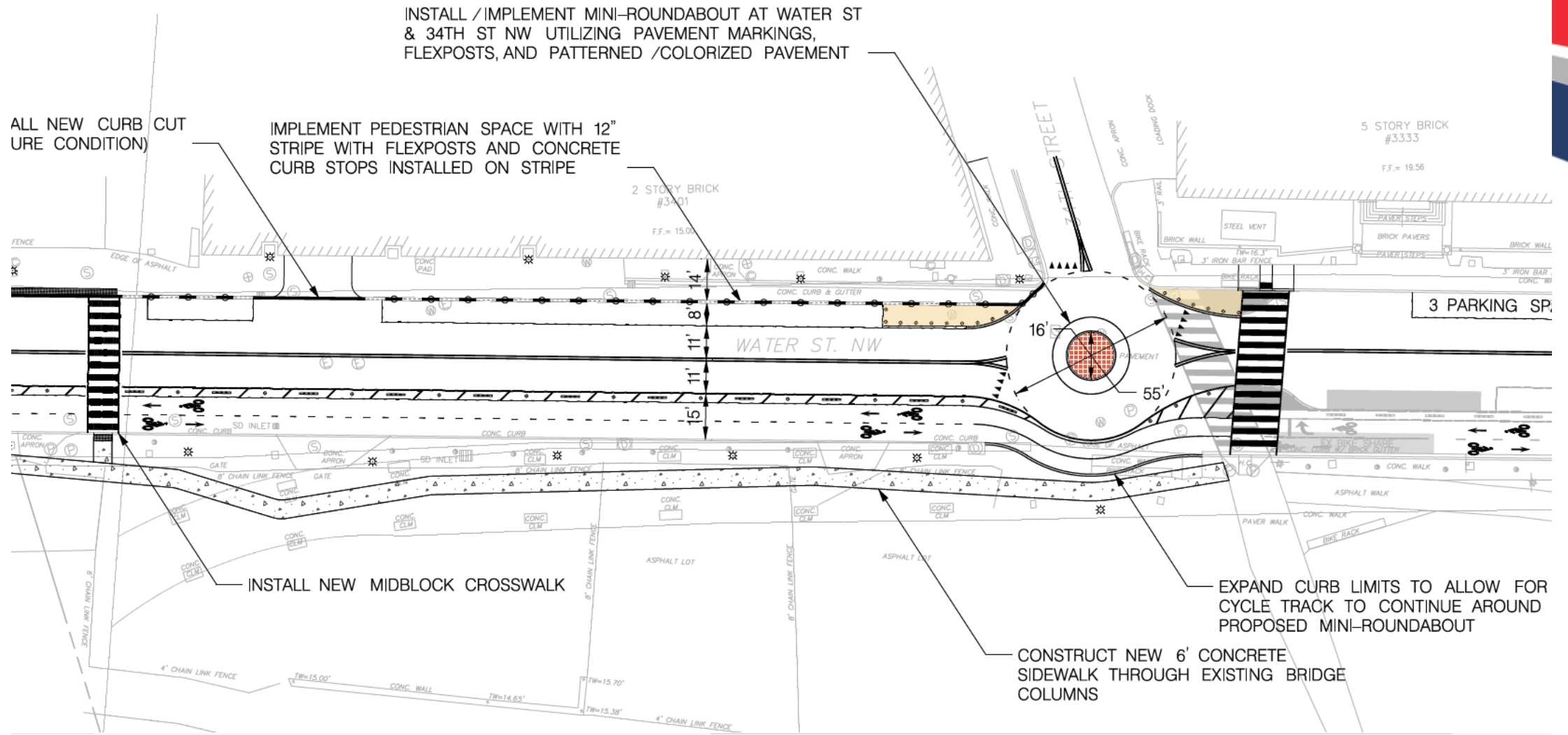
- **Concept Planning**
  - MoveDC (2013)
  - Georgetown 2028 (2014)
  - K/Water Corridor Plan (2016)
- **Preferred Alternative Analysis**
  - Traffic analysis & streetscape (2018-20)
- **Phase 1 – K/Water**
  - 29<sup>th</sup> to 34<sup>th</sup> – built in summer 2018
- **Phase 2 - Preferred Alternatives Design and Engineering**
  - Fall 2019 - today
- **Public Comment Period- 30 business days from NOI**
  - May 19, 2020
- **Phase 2 Installation**
  - Spring/Summer 2020

# Project Background

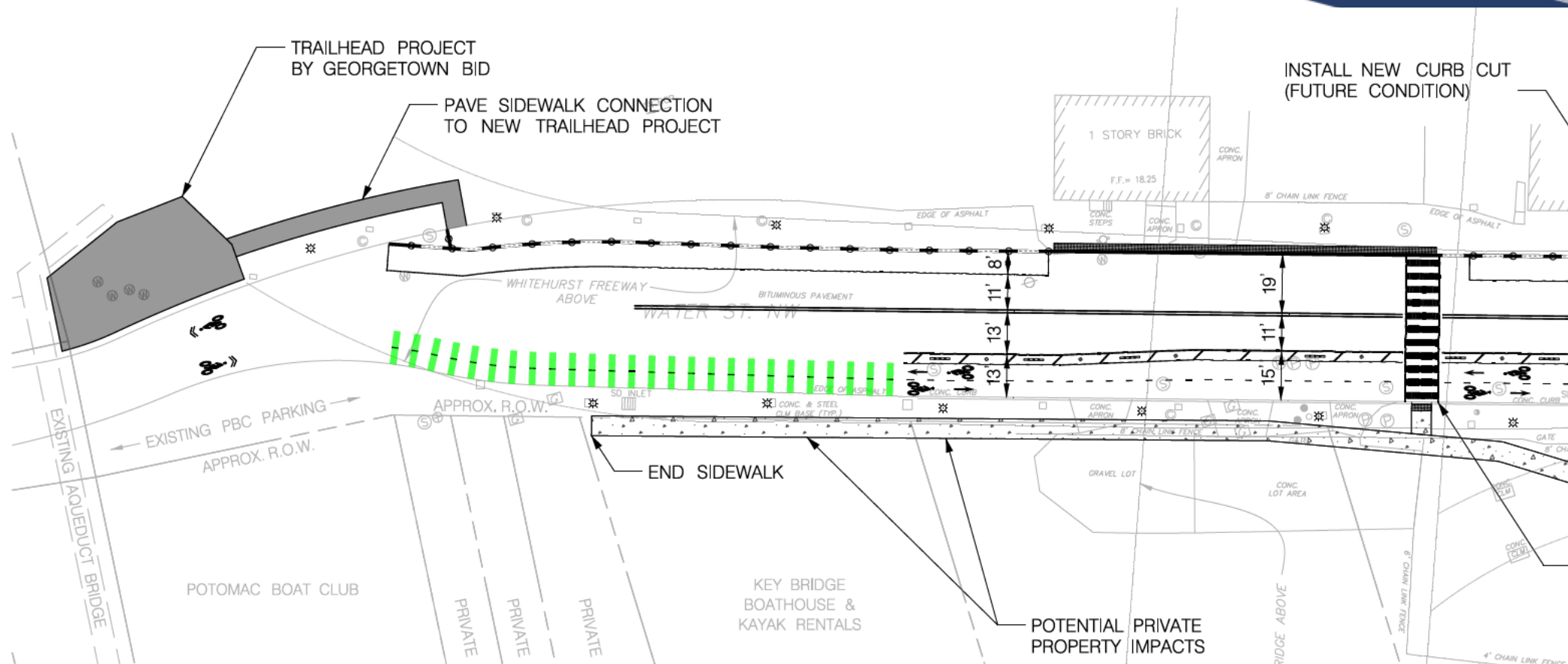
- Connections to:
  - Cap Crescent Trail
  - K/Water Cycletrack
  - Waterfront Park
  - Rock Creek Trail
  - C & O Canal
- Pedestrian and Bicycle Safety
  - Install missing sidewalks
  - Increasing safety with the design
  - Shorten exposure to moving vehicles

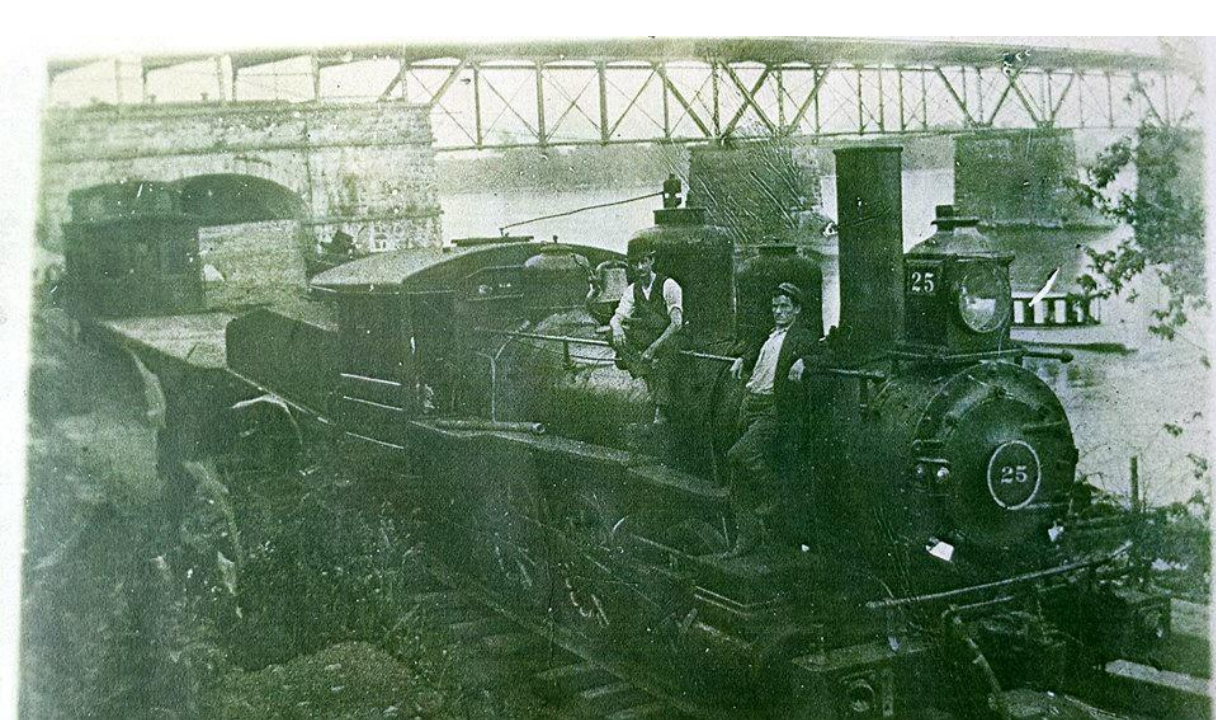


# Water St from 34<sup>th</sup> to Key Bridge



# Water St from Key Bridge to Capital Crescent Trail





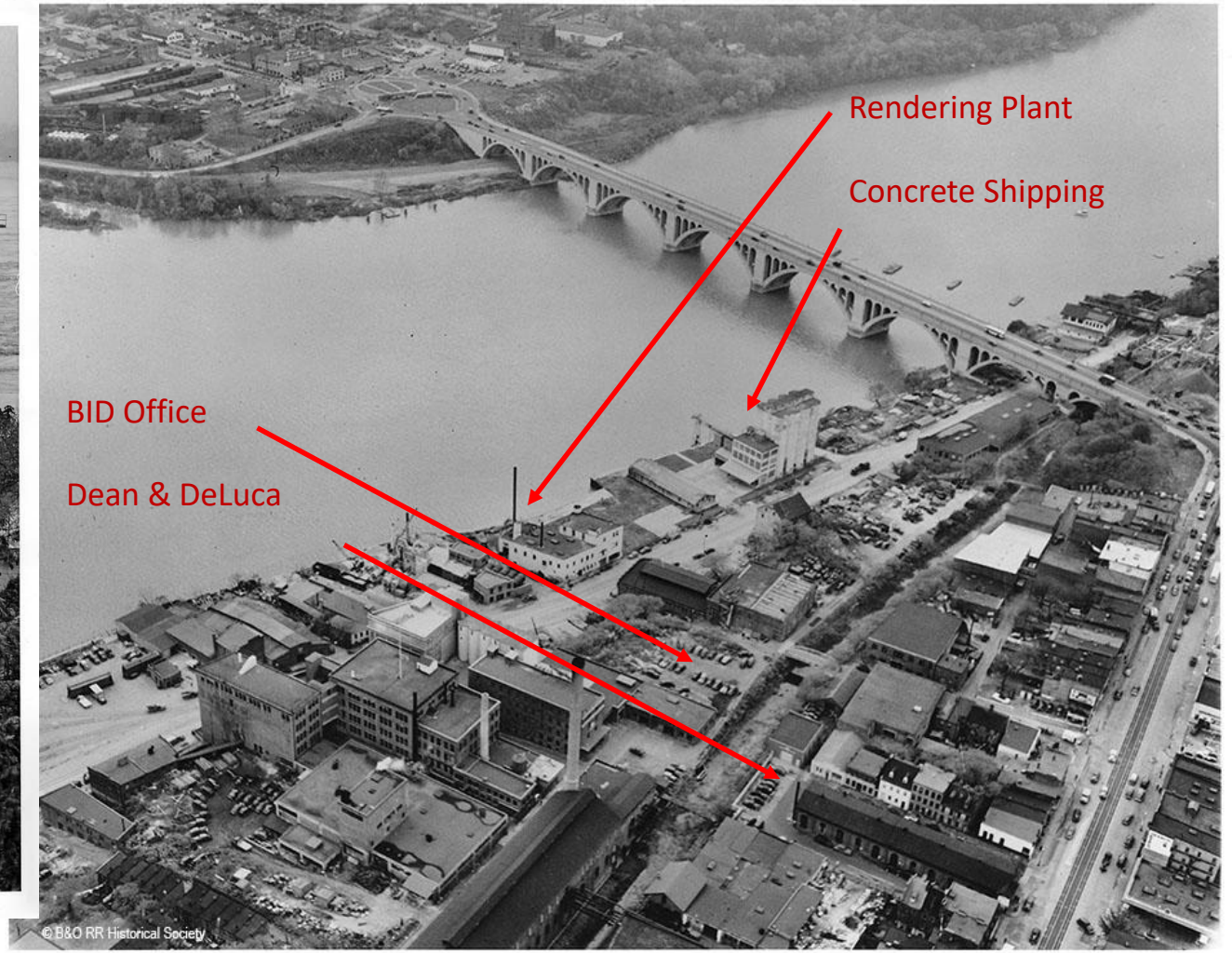
1910 – Switcher Engine. Streetcar Era Aqueduct Bridge behind



1930 – Aqueduct Bridge Tunnel, Key Bridge (1927) behind

K and Water Streets were active rail yards

## Oct 1942 flood



## 1940s – Industrial Heyday



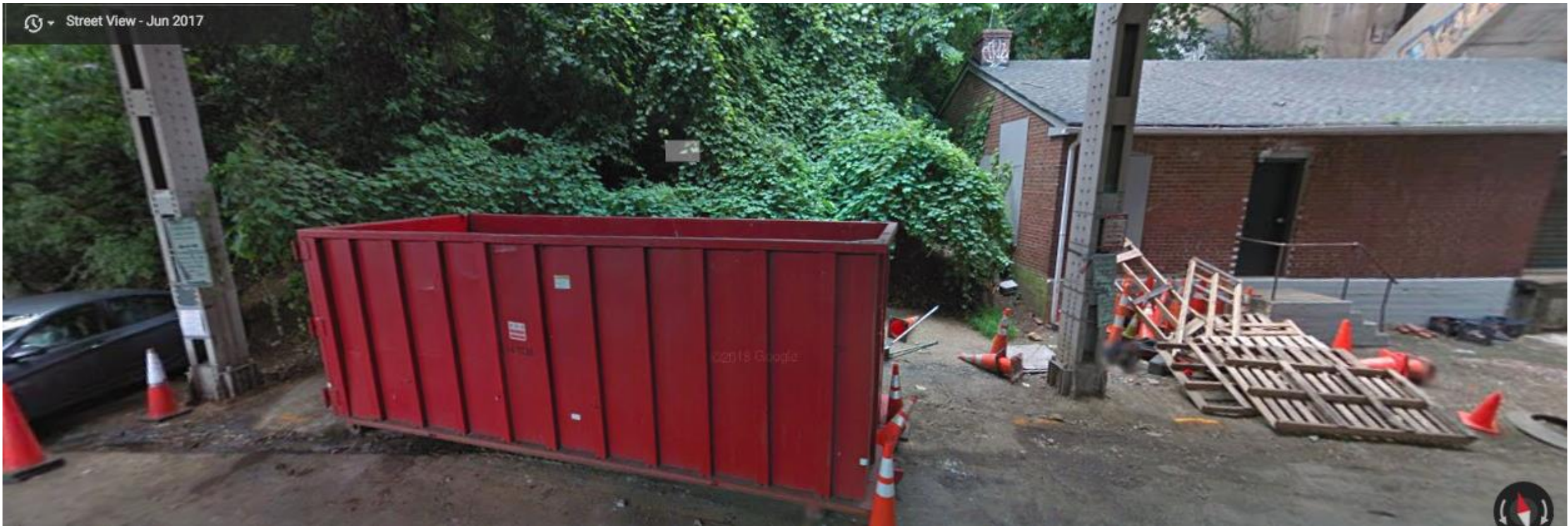
1965 – B&O Railroad at 3300 block Water St

## B & O Railroad 1980s



1985 – last rail run up Georgetown Branch with the John Bull. WCC paddler racing.





## Vestiges of the industrial street remain:

The GBID and Golden Triangle BID Dumpster  
(The pallet trash is dumped here by others)



## Current & Recent Uses

- Dumpster Storage
- Porta-Potty Locations
- Road Salt Storage
- Construction Staging , Movie Staging



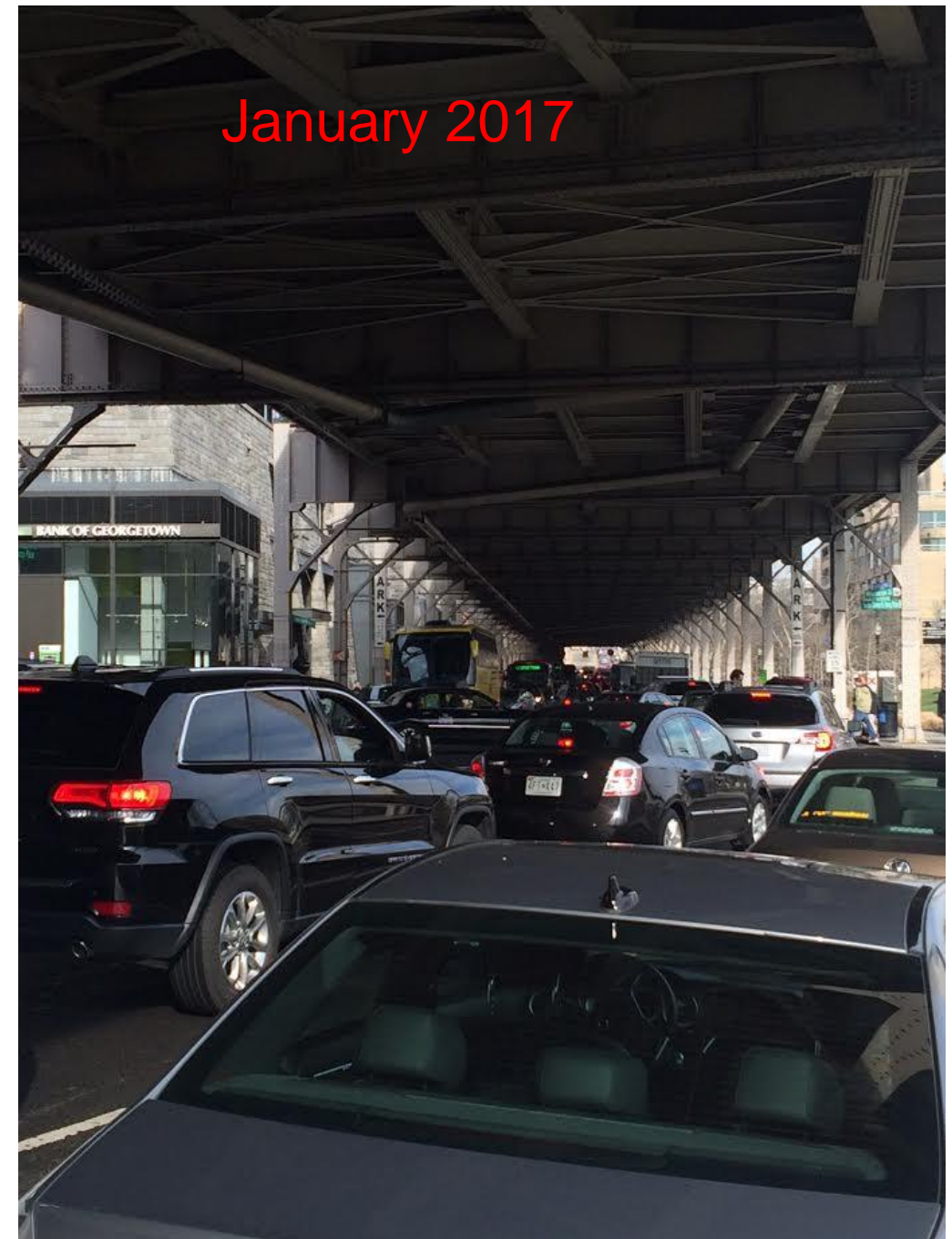
- Buses that come to Water Street routinely damage the infrastructure as there is no space to turn around
- As of 2016, there is no marked parking for buses on Water St.
- As of July, 2018 DDOT has removed this area as a Bus parking zone

- Late Night Drag Racing (no stop signs or traffic controls)
- Drug dealing and violence at end of Water Street



## Longstanding congestion issues:

- Limited signal time at 27<sup>th</sup>/K creates choke point— only 8-18 cars/2 min. can exit Georgetown
- More cars enter K Street during AM rush than can leave in PM rush – because RCP access
- We want tour busses, but movements/operations are very disruptive to traffic



Traffic isn't always bad as  
a result



Monday, 7-16-18, 6:13 PM

# Establish Georgetown as a Bicycle-Friendly Destination

**G**eorgetown is a natural destination for bicyclists with the convergence of high quality trails, a growing network of bikeshare stations, and proximity to universities, tourist attractions and the central business district. Whether commuting to work or exercising, bicycle enhancements will improve Georgetown's physical and perceptual connection to the city and the region.

**VISION** The Georgetown 2028 plan envisions leveraging the neighborhood's position as a bicycle center, including four top-rated bicycle shops, to attract more retail customers and commuters while reducing vehicle congestion.

**ACTION** Georgetown 2028 recommends positioning the neighborhood as a premier destination for bicycle trips, whether for recreational rides, commutes to and from work, or for tourist visits. Steps to position Georgetown as a bicycle destination include:

- » Connecting bicycle facilities that currently bring cyclists only to the edge of the commercial district
- » Implementing a high quality bike connection between the Capital Crescent Trail and Rock Creek Parkway Trail, such as adding a cycletrack on Water and K Streets.
- » Expanding bicycle parking by installing in-street bike corrals throughout commercial areas just off of main corridors

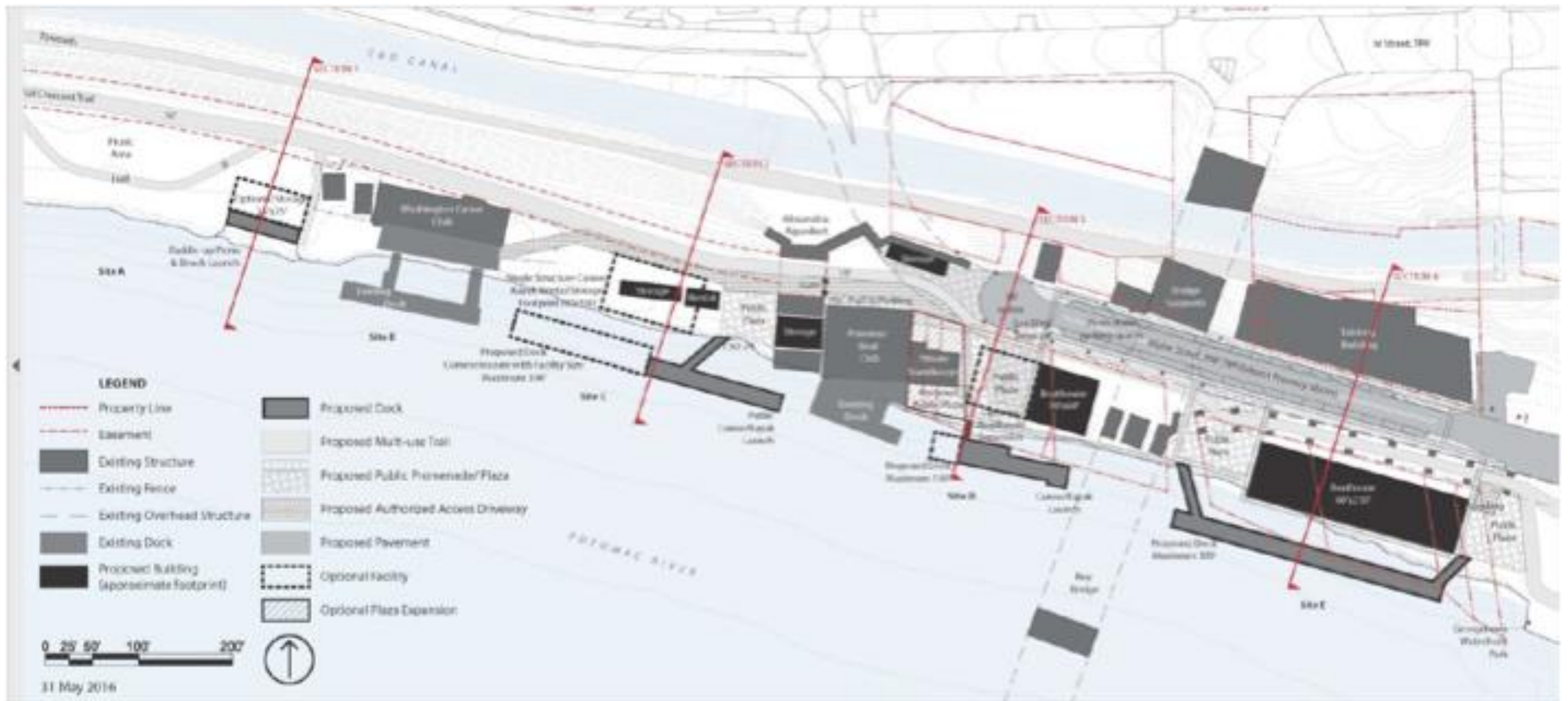
# Better Roadway and Parking Management

**M**uch driver frustration is focused on M Street, or when exiting K Street, especially during congested evening rush hours and on weekends. There are many opportunities to ease driver frustration by improving roadway management, communication and enforcement. Improved signage, lane configuration, signal timing in intersections and enforcement of traffic laws for moving violations will all help reduce traffic problems and perceptions that effect Georgetown's commercial district while also improving transit and the pedestrian experience.

**VISION** Georgetown 2028 envisions the driver experience made better through improved roadway configuration, management and enforcement.

**ACTION** Georgetown 2028 recommends that a series of steps be taken to reduce driver frustration, including:

- » Positioning traffic control officers at major intersections during congested times to prevent gridlock and reduce conflicts between pedestrians and motorists
- » Examining changes to the Glover Park roadway configuration to address persistent congestion on Wisconsin Avenue, which would also improve public transit reliability
- » Improving traffic flow at the 29th and K Street intersection to allow direct evening rush hour access to Rock Creek Parkway



## Rowing program support

- Site C: Up to ~6,000 SF second floor
- Site D: Up to ~3,600 SF to ~4,200 SF second floor
- Site D: Up to ~3,600 SF to ~4,200 SF third floor
- Site E: Up to ~13,800 SF second floor
- Site E: Up to ~13,800 SF third floor

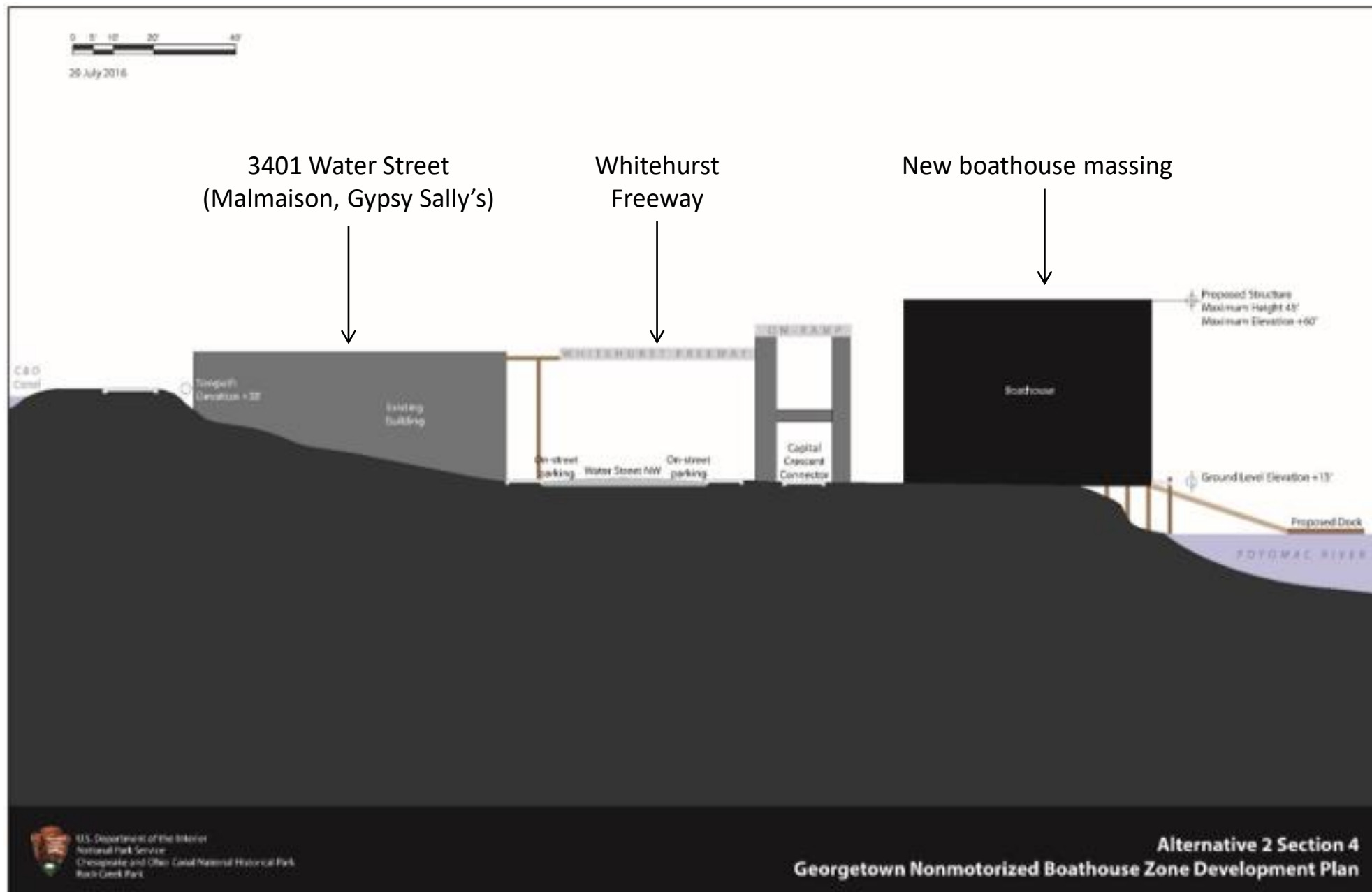
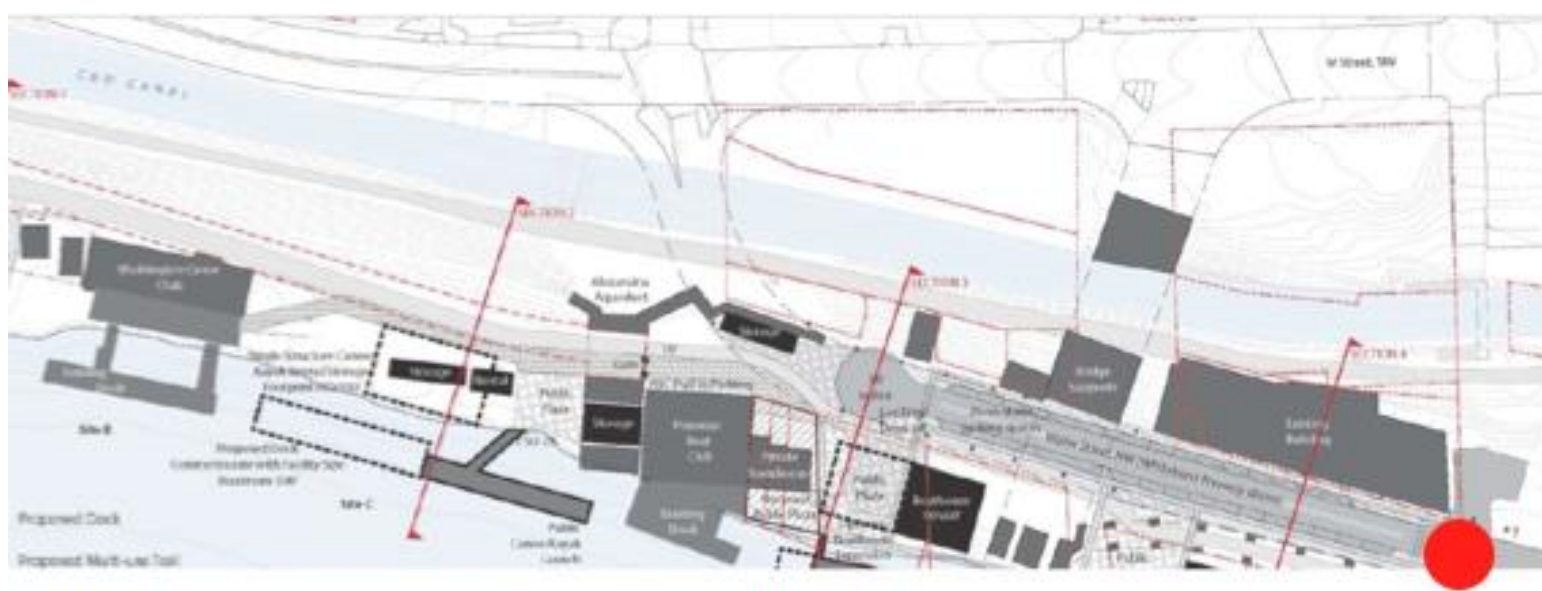
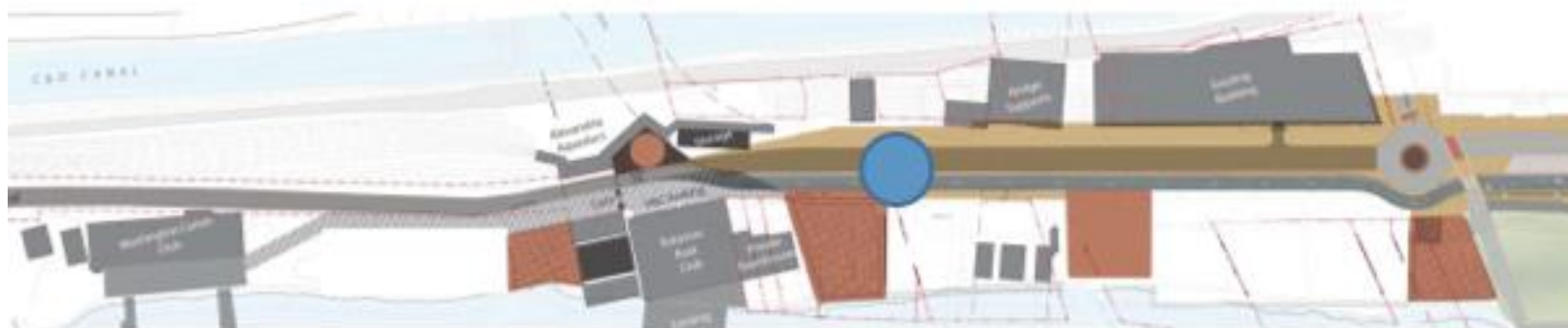


FIGURE 7. CROSS-SECTION AT SITE E



NPS Proposed location for circle (w/ BID Alternative in red)



BID Proposed location for circle (w/ NPS proposal in blue)



Proposed turnaround  
at 34<sup>th</sup> Street

Local/boathouse  
traffic only beyond  
this point

Large enough to  
accommodate tour  
buses and large  
trucks

# THE AQUEDUCT

Alternative A



# Inspiration & Trials



Local examples: protected x-walks,  
planter-protected pedestrian zones



# BID and DDOT got COG Grant to study and plan for reconfiguration



# More Information

## Public Comment Period

Open now– Closes May 19, 2020 COB

## Project Websites

<https://wiki.ddot.dc.gov/display/NOI/NOI-20-63-PSD>

## Contact Information

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